

IT WAS A NARROW ESCAPE

THE EAST BOUND FLYER HAS A
CLOSE CALL AT NEW LONDON.

**It Got on the Wrong Track and Soon Found
Itself in the Switch Yard—The Engineer
Applied the Brakes But Was Unable to
Prevent a Slight Collision With a Switch-
ing Engine.**

New London, March 29.—What might have been a serious accident was averted to-night at Union station by sheer good luck. The Consolidated railroad train known as the east-bound flyer, due in this city at 8:10, got on to the wrong track and found its way into the switch yard.

The express was ahead of time and was running at a rate somewhat slower than usual. In the last 10 miles of the

ward here its regular track had not been placed for it and the train went down a steep embankment.

The engineer reversed his lever and applied the brakes, but was unable to prevent a collision with a switching engine. No one was hurt, but the pilot of the express engine was badly twisted, while the breast and beam hammers were badly damaged.

Had the train been running at the usual speed a serious accident would probably have occurred.

He Broke His Record.

Bridgeport, March 29.—F. Liebgold of the Pastime Athletic club of New York, holder of the American record for indoor walking, gave an exhibition at an athletic entertainment given under the auspices of the Bridgeport Y. M. C. A. to-night. He succeeded in beating his record for the half mile in two, thirty

Two horses attached to a heavy wagon belonging to George Bradley and driven by his man ran away yesterday morning on Grand avenue. In front of

John Parker's bakery the wagon struck a hitching post, which was demolished, and the glass in a lamp-post just beyond was shattered. The driver was thrown out on the pole and witnesses of the accident expected he would be killed, but in attempting to climb back on the seat the latter was upset, and

was uninjured. The horses ran up North Quinnsiac street and were there

Frank Kirsch, cake baker for John Parker, has left the bake shop and bought a saloon on State street, and moved with his family to a tenement over the saloon.

At the Grand avenue Baptist church to-morrow morning Rev. Dr. Sage will preach on "The Medium and Vehicle of Atonement," with a prelude on "The Month to Missions." The evening subject will be "Doing Better Than Saying."

Members of Quinaples conclave, I. O. H., attended a social gathering in Hepatosch's hall in Odd Fellows' building, Crown street, last evening.

An excellent entertainment and supper was given in the Grand avenue Baptist church Thursday evening under the

George Darby, Fred B. Smith, C. A. Knowles and Emory Smith. The pro-

Violin Solo—Theodore Peterson.
Tenor Solo—"Tis All That I Can Say"—
Eugene S. Willis.
Alto Solo—"The New Kingdom"—Miss

Recitation—"The Jackdaw"—Edith Barr.
Song—"Waiting"—Mrs. Paul Everett, with violin obligato.
Recitation—"The Inventor's Wife"—Mrs. Goodrich.
Bell Solo—E. B. Warren.

Song—"The Last Hymn"—Mrs. Paul Everett.
Recitation—"The Wicked Little Quaker"—Edith Barr.
Bible Song—"The Two Grenadiers"—H. Palmer.
The selections were well rendered and nearly all received encores, to which they responded. After the entertainment "The Big Four"—the committee in charge—costumed as waiters, were introduced to the audience, and they in turn invited all present to a fine supper that was served in the basement. This committee was assisted by male members of the church, who waited upon the ladies and did all the work. The encores of the entertainment were pre-

of the church, and Miss Fannie L. Webb, organist, as a token of appreciation.

Lord's Prayer in Ansonia School.

Ansonia, March 29.—At a meeting of the clergy of the city this afternoon it was unanimously voted to recommend to the board of education the adoption of the use of the Lord's prayer minus the doxology in the public schools.

Railroad Notes.

Local quotations of New York and New Haven stock have during the last ten days risen from about 193 to 200, prices, however, largely reflecting New York and Boston quotations. Yesterday quite a batch of purchases were made. One report says: "The causes are pretty definitely ascertained to be the steady maintenance of the increased

earnings on through freight, together with the growing belief that the new debenture bill in the legislature means the issue of both stock and debentures par to holders. The prevalent idea

new issues will be 25 per cent. on the amount of stock and debenture outstanding, and there is some official authority for the same view. No action in the part of the company is expected until legislation on the subject is had."